ROBERT ANDERSON, who spent over 20 years with the Combs-Gates chain of fixed-base operations – including several years as president – has been named president of the AMR-Combs Division. Anderson, who left Combs-Gates before the chain was acquired by the parent company of American Airlines, has been heading the FBO operations of Air BP in the U.S. for the past two years.

A SPOKESMAN for Piper Aircraft Corp. said Piper owner M. Stuart Millar was scheduled to meet officials of Aerospatiale at 3 p.m. Friday to discuss the possible acquisition of Piper by the French manufacturer.

CESSNA AIRCRAFT said the engineering prototype of its new Citation VII business jet began flight tests Feb. 2 and had accumulated six and one-half hours in five flights by the end of last week. The prototype is scheduled to log some 400 hours in approximately 225 flights before FAA certification, which is expected in January of 1992. The VII, a new version of the Citation III, is powered by twin Garrett TFE731-4 engines that each provides 4,000 pounds of thrust.

TRANSPORTATION DEPARTMENT'S fiscal 1992 budget proposal seeks $69 million for communications systems to be installed in DOT's proposed new headquarters building *(BA, July 30/34).* Total cost of the new facility, which would house more than 12,000 DOT, FAA and Coast Guard personnel in Washington, D.C., is estimated at $624 million, but most of the funds for the new building will be requested in the General Services Administration budget.

BUSH BUDGET PROPOSAL SEEKS 14 PERCENT INCREASE FOR FAA IN FISCAL 1992; HIGHER FUNDING LEVELS REFLECT HIGHER USER TAX RATES

The fiscal 1992 budget proposal President Bush submitted to Congress last week calls for $9.3 billion in funding for FAA programs, an increase of $1.1 billion, or 14 percent, above the levels enacted for the current fiscal year. Transportation Department officials said 75 percent of that $9.3 billion, $6.97 billion, will come from user fees on airline tickets, fuel, cargo shipments and the international departure fee, with the remaining 25 percent of FAA's budget to come from general fund revenues. Aviation authorization legislation enacted last year permits 75 percent of FAA's funds to come from the Airport and Airway Trust Fund; in years past the Trust Fund has accounted for 55-60 percent of FAA's total funding.

FAA documents show that the proposed $1.1 billion funding increase for FAA equals the amount of additional revenue that will flow into the Trust Fund in fiscal 1992 as a result of increases in aviation user taxes enacted as part of the reauthorization process last year. Those increased taxes, which went into effect in December on domestic airline tickets, freight waybill shipments, jet fuel and aviation gasoline, also will yield an additional $723 million in revenue in the last 10 months of the current fiscal year.

The fiscal 1992 budget calls for $4.457 billion for FAA operations, an increase of $420 million over fiscal 1991 levels enacted by Congress. The additional funding will provide for more than 700 additional FAA employees, including 100 new aviation inspectors, 178 civilian aviation security personnel and 450 controllers, which will boost the controller work force to 17,945 by the end of fiscal 1992.

For facilities and equipment, the Bush Administration requested $2.7 billion, a $605 million increase over

(Continued on the following page)

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BUSH BUDGET PROPOSAL *(Cont.)*
the fiscal 1991 level. Of the total, $1.1 billion is earmarked for equipment at air route traffic control centers, including $177 million for long range radar and another $608 million for automation equipment, of which $558 million will be used for the agency's Advanced Automation System. Another $701 million is designated for equipment at airport traffic control towers, including $123.2 million for terminal area radar and $193 million for terminal area automation. *(A breakdown of proposed funding levels for various F&E activities appears on Page 63).*

The budget proposal calls for $1.9 billion for grants under the Airport Improvement Program, a six percent increase over fiscal 1991 and $210 million for research, engineering and development.

LEARJET REDUCING EMPLOYMENT DUE TO ECONOMIC, PERSIAN GULF UNCERTAINTIES – Learjet Inc. began laying off approximately 90 employees last week, reflecting concern about the economic recession and the Persian Gulf War. President Brian E. Barents said the company had been carrying extra personnel for several months in anticipation of improved market conditions. "However, recent uncertainties created by the economy and the war in the Middle East have not justified the entire planned production increase. Last year we delivered 25 aircraft and seven were delivered in January of this year." Layoffs will include production and production support employees and some indirect salaried personnel.

Under Bombardier ownership, Learjet's new fiscal year began Feb. 1 and Barents said he expects the company will be profitable during 1991-1992. "While the domestic market is slow, our international business continues to be healthy and our service business is excellent," he said. Despite the layoffs announced last week, Barents said the company has openings for more than 50 engineers in its research and development programs. He said development of the new Model 60 remains on schedule *(see related item on Page 60).*

HOUSE APPROVES EXTENSION OF VETERANS' FLIGHT TRAINING BENEFITS – House of Representatives last week voted 402-0 to approve legislation that extends flight training assistance to veterans who served in the armed forces after Jan. 1, 1977. The legislation, H.R.180, is now pending before the Senate, which is expected to act on it soon after this week's Presidents Day recess. H.R.180, introduced by Rep. Timothy Penny (D-Minn.), chairman of the Veterans' Affairs education, training and employment subcommittee, resulted from a conference agreement between the House and the Senate in the last session of Congress. The bill closely resembles the legislation introduced by Sen. Thomas Daschle (D-S.D.), which was attached to an omnibus bill for veterans (S.2100) that was held up on the floor due to a controversial Agent Orange provision *(BA, July 16/17).* The measure, which will take effect April 1 if enacted, will cover 60 percent of the tuition and fees for flight training expenses incurred in pursuit of advanced ratings. The bill contains the same requirements as the current law: veterans must have a valid private pilots license and meet the medical requirements for a commercial license.

AOPA ENTREATS CONGRESS TO OMIT AIRCRAFT FROM BAN ON LEAD-BURNING ENGINES – Aircraft Owners and Pilots Association has asked several key congressmen to convince the Environmental Protection Agency to exclude aircraft from the Clean Air Act's ban on the manufacture of "non-road engines" that burn leaded gasoline. Clean Air Act prohibits the "manufacture, sale or introduction into commerce of any highway or non-road engine which requires leaded gasoline after model year 1992" *(BA, Jan. 21/21).* "Because of limitations in technology, a contrary interpretation of the Act will essentially bar the manufacture of any new piston-powered aircraft," AOPA President Phil Boyer wrote in a letter to congressional leaders. Boyer explained that high-powered, low-weight aircraft engines require high octane fuels, adding "Fuel producers tell us that it is currently impossible to manufacture the high octane gasoline required by aircraft engines without the addition of tetra ethyl alcohol. And most experts agree that aircraft engines which will burn lower octane unleaded fuel cannot be designed and produced in the foreseeable future." Boyer also echoed the industry's contention that even if this fuel could be produced, "For obvious market reasons, fuel refiners and distributors simply will not produce the tiny amounts of specifically formulated unleaded aviation gasoline which would be required by new piston-powered aircraft." Unison Industries President Rick Sontag, who serves as chairman of the General Aviation Manufacturers Association, previously estimated that general aviation uses less than two tablespoons out of every gallon of fuel used for transportation in the U.S.

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GULFSTREAM AEROSPACE began flight tests this month of the cowling that will encompass the Free Turbine Noise Suppressor the company is developing to reduce noise and increase performance of Rolls-Royce Spey engines on Gulfstream II and III aircraft *(see photo on Page 64).*

* * *

VOLPAR AIRCRAFT CORP. has scheduled the first flight of its PW300-F20 aircraft this Tuesday at the Van Nuys, Calif. Airport. The re-engined Falcon 20 is powered by twin Pratt & Whitney PW 305 engines.

* * *

LEARJET INC. announced the appointment of Anne G. Beaurivage as senior attorney in the company's legal department. She will report to William H. Hensley, corporate secretary and legal counsel. Until recently, Beaurivage had been director of the Nebraska Department of Aeronautics, a position she had held since 1987. She served as a legislative assistant to Sen. Nancy Kassebaum (R-Kan.) during 1986 and 1987 and was involved in new and used aircraft sales from 1980 to 1985. She holds a law degree from Notre Dame University and an air transport rating.

* * *

ACCIDENTS INVOLVING 40 BUSINESS JETS that occurred during 1990 in both the U.S. and overseas are detailed in charts *on Pages 65-66.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each business jet accident, plus those involving turboprops and turbine-powered helicopters, is available in the *1990 Turbine Aircraft Accident Analysis,* published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

PAGE AVJET CORP. recently delivered Amway Corporation's newly outfitted and re-engined Boeing 727-100 corporate aircraft. Two of the aircraft's engines were replaced with Valsan conversion kits, bringing it into Stage III compliance. Page also installed a new VIP interior and performed avionics and navigational upgrades.

* * *

RYDER SYSTEM'S GENERAL AVIATION SERVICES DIVISION (Aviall) received FAA certification for its Dallas wheel and brake repair station. The facility is Aviall's fourth repair station with others based in Chicago, Teterboro and Atlanta. The station repairs and inspects aircraft and helicopter brakes and wheels, including propeller and rotor brakes manufactured by Aircraft Braking Systems, BFGoodrich, Parker-Hannifin, Bendix and Dunlop.

* * *

ALLISON GAS TURBINES will increase the power of its Model 250-C20R and -C30 series turbine engines in new versions producing 525 shp and 850 shp, respectively. The engines currently are rated at 450 shp and 650 shp. Allison expects to begin deliveries of the new engines by 1993. The new -C20R will have new aerodynamics in the hot section and the -C30 growth version will have a new, larger impeller.

* * *

MCCAULEY has replaced the propellers on more than 50 Cessna Conquest I aircraft with the new Black-Mac four-bladed propeller. The company, a Vandalia, Ohio-based division of Cessna Aircraft Company, said the conversion aids in reducing noise and improving climb and cruise performance. For a list of owners or for more information, contact McCauley at (800) 621-PROP.

* * *

AIR TRAFFIC CONTROL ASSOCIATION will hold a symposium and luncheon on March 5 at the Hyatt Regency Crystal City Hotel in Arlington, Va. The symposium and luncheon will focus on the FAA fiscal 1992 budget. For more information, contact ATCA at (703) 522-5717.

* * *

JAFFE HELICOPTER, of San Antonio, and Rocky Mountain Helicopters of Provo, Utah, have implemented a joint STC program to replace the MBB BK 117's Lycoming LTS101 engines with Allison 250-C30 powerplants. Allison is providing technical and engineering assistance for the conversion. Work will be performed at Heli-Air, Broussard, La., a wholly owned subsidiary of Jaffe.

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FACILITIES & EQUIPMENT

SUMMARY OF REQUIREMENTS BY ACTIVITY

Activity	1992 Request
1. Air Route Traffic Control Centers	
a. Long Range Radar	$ 177,058,000
b. Automation Equipment	608,650,000
c. Other Center Facilities	318,457,000
	$ 1,104,165,000
2. Airport Traffic Control Towers	
a. Terminal Area Radar	123,207,000
b. Terminal Area Automation	193,000,000
c. Other Tower Facilities	385,543,000
	701,750,000
3. Flight Service Facilities	
a. Flight Service Stations	77,054,000
b. International Flight Service Stations	0
	77,054,000
4. Air Navigation Facilities	
a. VORTAC	37,681,000
b. Low and Medium Frequency Facilities	0
c. Instrument and Visual Landing System	141,969,000
	179,650,000
5. Housing, Utilities, and Miscellaneous Facilities	
a. Housing	5,500,000
b. Utilities and Miscellaneous Facilities	124,035,000
c. Provide Various Air Navigational Aids/Air Traffic Control Facility Improvements and Support	248,562,000
	378,097,000
6. Aircraft and Related Equipment	
a. Facilities and Flight Inspection	44,185,000
b. Training	13,035,000
c. Logistics, Job Performance, and Other	2,500,000
	59,720,000
7. Development, Test and Evaluation Facilities	
a. Buildings, Construction, and Improvements	14,200,000
b. Equipment	13,700,000
	27,900,000
8. Personnel Compensation, Benefits, and Travel	
a. Establishment/Improvement of Facilities	158,383,000
b. Flight Inspection	1,955,000
c. Factory Inspection/Contract Support	7,878,000
d. Aeronautical Center	3,448,000
	$ 171,664,000
TOTAL, ALL ACTIVITIES	**$2,700,000,000**

FAA Chart

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1990 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-06	L-1329	Abort/overshoot during 3 engine takeoff	N96GS	FL	TO	Ferry	1	D
01-17	BE-400	Acft.lded. short, gear collapse followed	N3121B	MS	Ldg	Pass	-	S
01-18	L-23	Crash following rapid descent from FL290	N331DP	OH	Climb	Ferry	2	D
01-19	G-1159	Crash during app. to alternate in IMC	N46TE	AR	App	Pass	7	D
01-30	HS-125	Crash following reported fuel problem	G-OBOB	MO	Desc	Pass	1	D
02-03	NA-265	Ran off runway landing in IMC	N50CD	MI	Ldg	Pass	-	M
02-08	DA-20DC	Left gear failed to extend prior landing	N908FR	U.K.	Ldg	Cargo	-	S
02-23	MU-300	Hit snow bank during landing	N368PU	IN	Ldg	Tra	-	S
02-25	L-31	Gear up landing, fire followed	N984JD	China	Ldg	Demo	-	D
03-15	L-24	Inflight elec. fire, pax. inj. by smoke	N100VQ	FL	Cru	Pass	-	S
03-21	CE-550	Loss of elevator control during cruise	N570RC	TX	Cru	Pass	-	N
03-21	HS-125	Aileron lock-up during cruise	N802X	GA	Cru	Pass	-	N
04-02	L-35	On liftoff, wing hit rwy. Poss.eng.loss	N51[illegible]N	CA	TO	Comm	-	D
04-06	1123	Tire failure TO, acft. ran off rwy. side	N35D	FL	TO	Ferry	-	M
04-06	L-25	Overshot ldg. on wet rwy, fire followed	T-CMY	Brazil	Ldg	Cargo	2	D
04-17	DH-125	Veered off runway during landing roll	N575	CA	Ldg	Pass	-	M
04-22	CE-501	Overshot ldg.Drag chute failed to deploy	VH-LCL	Aust	Ldg	Pass	-	S
04-25	L-25D	Severe wx.FL410.Total pwr.loss.Emerg.ldg.	XA-ROZ	TX	Clb	Pass	-	D
05-06	L-1329	Pilot injured by nose wheel tire failure	XA-GZA	NY	Pkd	Pass	-	M
05-11	CE-500	Flew into mountain IFR in IMC.	VH-ANG	Aust	App	Pass	11	D
07-12	CE-550	Gear failed to extend, gear up landing	G-BNSC	U.K.	Ldg	Pass	-	S
07-15	L-24	Skidded off runway during landing roll	N45CP	MI	Ldg	Ferry	-	S
07-18	MU-300	On ldg.,pilot rptd.no brakes, overshoot	N800TJ	WI	Ldg	Demo	-	S
07-20	G-II	Hit deer during landing	N14LT	WY	Ldg	Ferry	-	M
07-26	DA-10	Right main gear collapsed during landing	N220SC	MA	Ldg	Ferry	-	M
07-27	G-II	CAT encounter. Flight Attendant injured	N40MM	CO	Cru	Pass	-	N
08-03	DA-20	Experienced engine fire after landing	N457F	GA	Ldg	Ferry	-	M
08-13	1121	Undershot runway during landing	N301AJ	Mex	Ldg	Pass	1	D
09-01	CE-550SII	Hit deer during takeoff	N1865M	GA	TO	Pass	-	M
09-10	L-35	Hit deer during landing roll	N553M	MO	Ldg	Pass	-	M
09-11	MS-760	Crash initial climb during night VMC TO	N23ST	NM	TO	Pass	2	D

Source: Robert E. Breiling Associates

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1990 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-09-16	L-24	Aircraft stolen. Overshoot rwy.landing	N500P	TN	Ldg	Theft	-	S
09-24	CE-500	Crash during instrument approach in IMC	N79DD	CA	App	Pass	4	D
10-03	CE-551	Anti ice sys. failure/fire during climb	N226N	WA	Clb	Pass	-	M
10-28	DA-50	Engine fan section separation in flight	N52DC	OH	Cru	Ferry	-	M
11-26	L-25B	Collided with truck taxiing, night/dark	N5LL	IL	Txi	Ferry	-	S
11-29	CE-550	Crash approach in marginal wx. fog/haze	N97QS	FL	App	Ferry	-	S
12-01	CE-550	Engine disintegrated T.O., routine abort	N185CF	GA	TO	Pass	-	M
12-16	CE-501	Landed short of runway	N86MT	WI	Ldg	Pass	-	M
12-22	*HU-25A	Mid air with CE 337 during patrol in VMC	USCG	FL	Cru	Patrol	-	M

* Not included as business aircraft accident/incident

Information presented is based on preliminary reports and may change as the investigation continues.

N - None; M - Minor; S - Substantial; D - Destroyed

Source: Robert E. Breiling Associates

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